

## Thameslink 2

The vision is to connect expanding economic and population centres in London and the South East with a new electrified double track rail link, bringing businesses and communities closer together to create opportunity and so drive sustained economic growth.

### The need

Predictions for 2043 show over 400% traffic growth on the constrained East London Line, and unacceptably crowded and prolonged standing on the Jubilee Line and between East Croydon and London Bridge. Many of these passengers will be travelling between East Croydon and Docklands, and interchanging at London Bridge or Canada Water.

### The benefits

This proposal will:

- provide direct access between communities in London and the growing employment centres of Canary Wharf and Croydon;
- release capacity between East Croydon and London Bridge for additional services between the Sussex Coast and London, relieving the congested Brighton Main Line;
- provide an additional river crossing to help overcome the barrier effect of the Thames.

### What next?

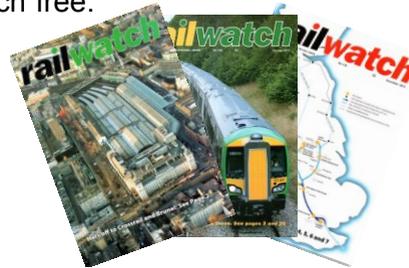
This is a long term project. However planning must start now so that implementation can follow the capacity improvement already being planned, which by 2043 will prove insufficient to provide an acceptable journey experience.

Email: [bridgethegap@railfuture.org.uk](mailto:bridgethegap@railfuture.org.uk)

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**TOTAL** £ \_\_\_\_\_

Cheques payable to Railfuture. [Bridge the gap]

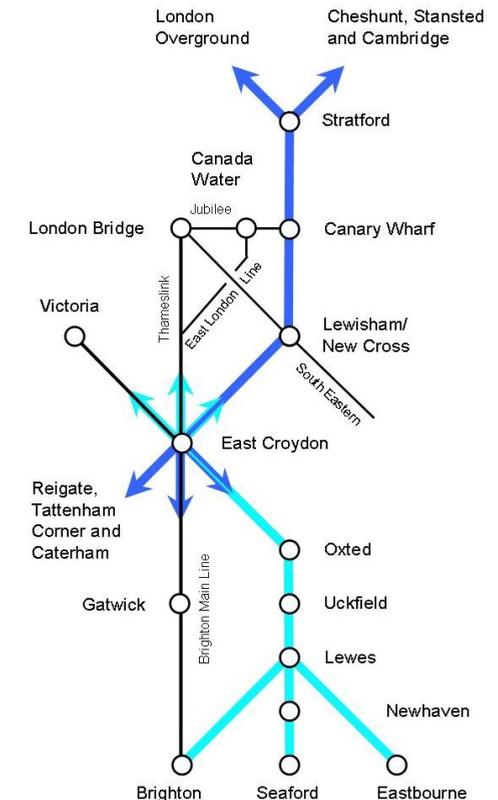
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# Bridge the Gap

Two complementary projects

## Thameslink 2

[www.railfuture.org.uk/Thameslink+2](http://www.railfuture.org.uk/Thameslink+2)



[www.railfuture.org.uk/Uckfield+Lewes](http://www.railfuture.org.uk/Uckfield+Lewes)

## Uckfield – Lewes

# railfuture

*Campaigning for a bigger better railway*

## Uckfield - Lewes

Railfuture is campaigning to reinstate the rail link between Uckfield and Lewes. This will create an additional through route between the Sussex Coast and London, with the following benefits:

- access for education and jobs between west Kent, Surrey, the Weald, Lewes, Brighton, and the Sussex Coast;
- direct trains all day every day between Newhaven and London, supporting the town's regeneration;
- network resilience enabling visitors to reach Brighton and the Sussex Coast whenever the Brighton Main Line is closed, maintaining the vitality of the all-important visitor economy;
- additional trains from Brighton, Eastbourne and Lewes to London, relieving the busy Brighton Main Line;
- connectivity between the Weald and Gatwick for employment and travel;
- faster more reliable journeys between Eastbourne, the Weald and London to support growing businesses.

## Incremental development

Reinstatement should not have to wait until after capacity enhancements are delivered at East Croydon. Rail developments across Britain show new lines being delivered in phases, so Railfuture propose an incremental approach to improving services on the Uckfield line and extending services through to the South Coast.

**1. Improve access** to stations, for example by building the new Uckfield station car park.

**2. LUcky Lewes Horseshoe.** A loop at Lewes to provide an alternative route between Brighton and Haywards Heath without reversing, and facilitate services via a reinstated Uckfield – Lewes rail link to Brighton.

**3. Reinstate Lewes – Uckfield.** This can be progressed in parallel with capacity improvements already planned near East Croydon, and before redoubling or electrification. It will enable:

- more direct Seaford peak services to and from London;
- a direct hourly service between the Weald, Lewes, Falmer, and Brighton for education and jobs;
- a valuable diversionary route, protecting the Brighton economy.

**4. Redouble and electrify** the Uckfield line, at the same time as resignalling is planned. This will enable a 4 trains per hour service, encouraging more passengers to use the Uckfield line in preference to other routes.

**5. Thameslink 2.** New route, more connections.



## Next steps

**1. Lewes-Uckfield Study.** In the March 2015 budget the government announced £100K funding for a further study into the business case for reopening the Lewes to Uckfield rail line. We understand that the initial aim is for a basic railway, but with the potential for future expansion to relieve the crowded Brighton Main Line.

Railfuture are working with potential stakeholders to steer the Terms of Reference for the study to capture all the potential benefits, so that it can produce a successful outcome which will drive economic growth and spread prosperity.

[www.railfuture.org.uk/article1548](http://www.railfuture.org.uk/article1548)

**2. Network Rail** are due to publish the final Sussex Area Route Study and the draft Network Route Utilisation Strategy for Electrification in 2015. Railfuture is pressing for these to include the options for reinstating the Uckfield-Lewes link and electrifying the Uckfield line.

<http://www.railfuture.org.uk/article1539>

**3. Department for Transport** will publish new guidance at the end of 2015 about how to value the economic impact of transport investment, which will provide further opportunity to construct a successful business case for Uckfield-Lewes reinstatement.

[www.railfuture.org.uk/article1556](http://www.railfuture.org.uk/article1556)

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